

THE INTELLIGENCER

ESTABLISHED 1860. Published every morning except Monday by The Anderson Intelligencer at 140 West Whitner Street, Anderson, S. C.

SEMI-WEEKLY INTELLIGENCER Published Tuesdays and Fridays

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Entered as second-class matter April 23, 1914, at the post office at Anderson, South Carolina, under the Act of March 3, 1879.

ASSOCIATED PRESS DISPATCHES Telephone 331

SUBSCRIPTION RATES DAILY

One Year \$5.00 Six Months 3.50 Three Months 1.25 One Month45 One Week10

SEMI-WEEKLY One Year \$1.50 Six Months75

The Intelligencer is delivered by carriers in the city.

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To insure prompt delivery, complaints of non-delivery in the city of Anderson should be made to the Circulation Department before 9 a. m. and a copy will be sent at once.

All checks and drafts should be drawn to The Anderson Intelligencer.

ADVERTISING Rates will be furnished on application.

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The Intelligencer will publish brief and rational letters on subjects of general interest when they are accompanied by the names and addresses of the authors and are not of a defamatory nature. Anonymous communications will not be noticed. Rejected manuscripts will not be returned.

In order to avoid delays on account of personal absence, letters to The Intelligencer intended for publication should not be addressed to any individual connected with the paper, but simply to The Intelligencer.

WEDNESDAY, NOVEMBER 10, 1915.

If we don't hurry up and pass a law regulating the speed limit for pedestrians who unceremoniously and with reckless disregard for human life run down automobiles, there's going to be an uprising of the populace.

Japan is urging China, as that country's "next friend," not to change from a republic to a monarchy. Having bulldozed the Chinese republic into giving her nearly everything in China worth having, Japan is very well satisfied with the Chinese government as it is.

Germany has admitted that her submarine captains were wrong in attacking the Arabic and the Ordu. But she's still silent regarding the offense that overtops all others in this war—the Lusitania massacre. When in Germany going to make apology and reparation for all the American men, women and children that were slain in that supreme sea crime of history?

A matter calling for immediate investigation at the hands of the paragraphs of the state is where Moll Glenn of the Anderson Intelligencer got money enough to have appendicitis—York News. Borrowed it from Dorieux of the Greenville News, who film-fanned it out of Ed DeCamp of the Gaithers Ledger, who in turn priced it from Booker of the Spartanburg Herald, this last named having received it under a cloud of suspicious circumstances from Bob Gonzales. Now let the probe be applied to this most notorious scoundrel of Square-Meal Town.

Little Tragedies. The man struck a match to see if the gasoline tank on his automobile was empty.

It wasn't—Cincinnati Enquirer.

The man patted a strange bulldog to see if the critter was affectionate. The pup wasn't—Zanesville Signal.

The man looked down the barrel of his gun to see if it was loaded. Floral tributes attested to the team in which he was held—Greenville News.

The speed train tried to beat the railroad train that was grade crossing. A scurried about at the head of a mound says "Come But Not Forget"—

THE PREPAREDNESS DEBATE

It is fortunate that President Wilson has submitted his national defense plans to the public in advance of the meeting of congress. There is time for considerable discussion of them before that body meets. The nation has a chance to make up its mind on the subject before the lawmakers tackle it.

It is fortunate, too, that there has been no definite political campaign about it. The more completely our preparations for a better army and navy can be kept free from partisan politics, the better for the country.

The people are thinking about the national defense, and thinking more seriously than they have for half a century. They are expressing themselves freely—and, the freer expression there is, the better.

Nobody has a patent on national defense; nobody, whether military expert or statesman or civilian, knows all there is to be known about it, or can reckon accurately all the factors involved. It is a big, vexing subject on which all sincere comment should be welcomed.

Such extreme pacifists as Mr. Bryan deserve a hearing as well as President Wilson; Congressman Gardner and Henry Ford have an equal right to speak. The president has submitted a plan which affords a basis for debate. The public is the judge. It will listen to all arguments, and make its verdict felt. When the people have decided, there will be no mistaking their decision, and all the senators and representatives will have to do will be to register it at the capitol.

If they attempt to do anything else, they will be likely to hear promptly from their constituents. This is no matter for party capital or log-rolling. And whether the defense fund is to be big or little, it should no longer be treated as a "pork barrel." In ignoring local interests for the larger national interest, constituents have just as much a patriotic duty to perform as have their representatives.

COUPONS FOR DRINKS

The reprisals against alcohol in the European trouble zone continue with unabated ferocity. As if it were not enough that Russia has sobered up and France has turned its absinthe into ammunition and England has forbidden treating and Germany has curtailed its liquor production, Sweden now gets into the game with a new scheme for felling the demon rum.

On the first of next January Sweden is to adopt the "Brait" book" plan, which is calculated to cure drunkards by compulsion and to make the moderate drinkers still more moderate. It's a coupon system. Any citizen who feels that he can't get along without his "nerf" alcoholic beverage makes a formal application to a governmental department and obtains a license to drink, in the form of a coupon book. It's much like the German breadsupple card. The book is good for a certain quantity of liquor, which can be bought only in installments. The maximum is one liter—a little more than a quart—every five days.

A drunkard is barred from obtaining a book and thus doomed to complete sobriety. The moderate drinker presents his book whenever he goes to a liquor store, and has a coupon torn out and the date when the next drink is available stamped on the coupon below. There is little chance of evading the strict regulations through connivance with the dealers. They are all virtually employees of the government, who have no incentive to sell more than the allotted portion of liquor because all their profits above a certain amount are taken by the government.

NATIONAL DISCIPLINE

The New York World "wishes that the 400,000 Continentals that Secretary Garrison's plan contemplates could be 4,000,000,000." Its idea is that the American nation is sadly in need of discipline, and that general military training would have peculiar value in this country not merely as a war measure but as a contribution to "domestic reform."

There's much to be said for that argument, and yet it sounds seriously like to militarism. It is the argument that has done service in every country of Europe where the people have been persuaded to acquiesce in a military regime.

We may need discipline, we also need the personal liberty that has always been the chief boast and glory of America. And if there's no path to a national discipline except the path of militarism, we can just as well content to remain unorganized, undisciplined, disorganized, unregarded of law and contempt of authority.

If it ever becomes a case of life

or death, it may be possible to make American citizens cogs in a great war machine. But until that time comes, or until the nation is thoroughly persuaded of the impending peril, we are likely to remain a free and unbridled democracy.

As a matter of fact, there are many modes of national discipline instead of only one, as the militarists insist. It is infinitely better if we can obtain in some peaceful and productive way the larger view of civic responsibility and the willing submission to necessary authority that Americans particularly need. Such a spirit is already finding its way into the national consciousness.

BOX CAR TRAVEL

The student body of Pittsburg University have developed something new in American transportation. Desiring to attend a big football game in Philadelphia, and grudging the requisite \$5 per head for traveling expenses, they arranged with the Pennsylvania Railroad to ship them as "freight." The students are transported from Pittsburg to Philadelphia and back in box cars, with straw-covered floor instead of berths or seats, and they take care of the meal problem by carrying sandwiches with them. Thus the cost is reduced to \$6 apiece.

The idea is said to have originated in the university's School of Economics. If so, it's evidence that economic instruction may bear practical and valuable fruit. The box car trip to which the happy-go-lucky students have submitted for economy's sake, in the spirit of a lark, establishes a much-needed precedent. It is likely to be followed hereafter, on proper occasions, by student crowds in all parts of the country, if other railroads fall into line and grant the same sort of accommodations.

And there's no reason why the opportunity should be restricted to students. The new mode of travel is, in fact, merely the adaptation to American life of an institution that has long prevailed in Europe. Germany has four classes of transportation, where we have only two, and virtually only one. Nearly every other nation has three classes. The German fourth class car is merely a box car fitted with or without rough benches. It enables impetuous passengers to travel at less than a cent a mile.

The third class cars of French and Italian passenger trains are a trifle better, and cost a trifle more. They are used by two classes of people particularly—students and working people.

The latter use is, of course, the more important in Europe, and would be so in America. Even with our inveterate propensity for traveling first class, it isn't likely that the American workman in search of a job would scorn transportation at a cent a mile.

Nov. 5, 1915.

Mr. J. J. Trowbridge, Anderson, South Carolina.

Dear Sir: My partner, Mr. Yoemans, has written me that you desire a good attraction for December 27, and requested me to see if I couldn't find you one.

I will certainly do my best to find one for you, and will make inquiries among the managers, also at the booking offices. If I don't succeed in finding one it will be because they are not to be found.

We were greatly pleased with our visit to your fine little city and Mr. Yoemans expressed himself as delighted with the manner in which you conducted your theatre.

We will hope to have the pleasure of doing business with you again at some future time.

Very truly yours, Clay Lambert, Lambert & Yoemans.

A LINE OF DOPE

Weather Forecast—Fair and somewhat colder Wednesday; Thursday fair.

The South Carolina Fire Prevention Association which will meet in Anderson next Wednesday is a very interesting organization. Their object is the prevention of fire, and their motto is, "An ounce of prevention is worth a pound of cure." They also have a little song, which when times were hard in Anderson and several fires had occurred, Mr. Q. Frank Johnson sang most melodiously, "Ashes to ashes, and dust to dust. When the banks won't accommodate, Insurance companies must."

W. H. Keece and company, jewelers, have a new watch repair man in the person of Mr. B. F. Wagoner, who comes to Anderson from Salisbury and Spencer, N. C. where he has been employed as watch inspector for the Southern Railway company, in connection with their big shops at these towns. Messrs. Keece and Cochran state that their new man comes to them most highly recommended by the best jewelers in North Carolina and that they feel sure that they have secured a good watchmaker. Mr. Wagoner is a young man of pleasing personality and will doubtless make many friends in Anderson.

Among the visitors in the city yesterday were Messrs. E. G. Evans and S. H. Wines, of Pendleton, who have come down in the former's automobile. As usual Mr. Evans stopped the machine at the Owl Drug store, placing it on the side on Erie street. In a short time another machine of the same make and looking exactly

like that of Mr. Evans was left in front of the store. Later Mr. Whitlock started to put water in the radiator of the Pendleton car but by mistake put it in the one in front of the store. A large crowd was standing around and after he had finished they told him of his mistake. He was somewhat abashed by the joke but proceeded to put water in the other car.

Miss Birdie Kay, who is now in the hospital is reported as not doing so well last night. She has not regained consciousness and seems to be in a critical condition, according to a report from the hospital.

A message received last night from the bedside of Mr. Ernest M. Watkins, who has been in a Rock Hill hospital since Saturday at the point of death as the result of being shot by a negro at Lancaster Saturday, was to the effect that he had rallied somewhat. The attending physician said that peritonitis had set in, and that if Mr. Watkins could last 24 hours longer his chances for recovery would be greatly improved.

Dr. and Mrs. A. L. Smethers left yesterday for Cincinnati, Ohio, where they will attend the meeting of the Southern Homeopathic Society, of which Dr. Smethers is president. They expect to return to Anderson Saturday.

One of the best shows of the week is the musical act at the Bijou that is being put on by Norton and Kelley. Yesterday packed houses were present at practically all performances, and enjoyed the performances immensely.

Manager J. J. Trowbridge of The Anderson theatre, in writing to the theatrical booking firm of Lambert & Yoemans, the company that presented "The Winning of Barbara Worth" here recently, with reference to securing an attraction at The Anderson for Christmas week, has received the following letter from Mr. Clay Lambert, of the Lambert & Yoemans firm:

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NOT VERY GRATEFUL

We read in the daily press of the state that the Brogon cotton mill in Anderson is passing through a trying experience with strikers. It is said that a few days ago President Gossett of the Brogon mill had to seek refuge in a box car to save himself from the hands of the strikers.

We are not familiar with the situation in Anderson and it may be that all demands by the strikers are just and warranted but we have noticed that Mr. Gossett has the best interest of his people at heart and we believe that he would, if possible, comply with any reasonable request his workers might make.

Mr. Gossett started in Anderson what we think was the first "cock munky house" launched in this section. His undertaking was along the same line as that of Major Moore here in York and it yielded good results, being a source of pleasure and aid to all the people of his cotton mill. He has done similar things for his people and it appears to us that they might not bear these things in mind before they attack Mr. Gossett and endeavor to destroy his property.—York News.

THE LAW WILL BE ENFORCED

(Columbia State.) Who is responsible for the disorder and violence that have attended a strike at the Brogon mill in Anderson? The State does not subscribe to say but naturally arises the question, why should there be disorder and violence?

The mill is idle. The operatives are not at work. They have no work which it was their undoubted right to do. Have the owners of the concern any motive for a disturbance with any one?

The State has already said that cotton mill operatives have the undoubted legal and moral right to organize and to strike. We repeat it. We add that, in our opinion, mill



managers blunder in resenting the unioning of labor.

We further say that the right to organize and to strike carries with it no right to interfere with another man's property. Trades unionism truly understood, includes no such notion and whoever in the name of organized labor violates the laws of the land betrays its cause and is its worst enemy.

So long as it is defended by peaceful and lawful means, the cause of union labor in the cotton mills will succeed, for the sufficient reason that liberal and just opinion of all classes of men and women will sympathize with and support it. That the mill labor everywhere will be organized is only a question of time provided that patience, self-restraint and respect of law be observed in the process.

On the other hand, organization and turbulence come to be identified in the public mind, employers opposed to union labor will gain the sympathy of the public and have the public for their ally.

This is a State and a country of law. Even six months or a year of disorder, violence and destruction would in the end accomplish nothing for those who resort to it. Finally the people invariably come to their senses; they know that in a land where laws are not respected life is not worth living and soon or late the majority will enforce order. An agitator or a politician may for a time incite a part of the people to riot and so get his own axe ground, but that part of the people gain nothing by it. We do not believe that any intelligent and responsible leader of organized labor holds that the cause of labor is ever advanced by unlawful means.

If we have violence unchecked in the mills, we shall have it in time in the stores, in the shops and on the farms. Lawlessness is always contagious. If it should become common among the white people of the state, it would spread to the negro population.

In Anderson the officers of the law, the magistrates, the sheriff and other officers should arrest every man, no matter on what side of the pending controversy he may be arrayed, guilty of violence or disorderly conduct. Neither the holding of an office in a corporation nor membership in a union gives the right to any man to insult or attack another. If it shall be proved that local authority is helpless or unwilling to maintain the peace and to protect life and property it will be the duty of the governor to employ the whole power of the state to effect those ends.

Got the Leavins. A new minister in a rural district who wished to make the acquaintance of the members of his congregation and also to discover whether they were pleased with his discourses, met an old farmer whose face he recognized as one who had attended the church the previous Sunday, and, stopping him, said:

"Mr. Brown, how did you like my sermon last Sunday?"

"Well, parson," replied the old man, "you see, I didn't have a fair chance to judge. Right in front of me was old Miss Smith, and the rest of that gang with their mouths wide open just a waller in down all the best of your sermon. It was a real good sermon, was pure foot stuff, pure foot stuff."—Elizabeth Chronicle-Telegraph.

BOOK OF OPINIONS ON SINKING OF LUSITANIA

Bremen, Germany, Oct. 31.—(Associated Press Correspondence.)—The opinions of twenty-one of the most prominent German authorities on international law, with few exceptions university professors, on the legal questions involved in the sinking of the Lusitania have been collected into one volume, which is published and hailed as the consensus of German opinion. In differing language but with unanimity the authorities agree that the act of the submarine was justified.

As representative of all twenty-one, the Koelnische Zeitung selects for publication and approving comment the opinion of Prof. Max Fetschmann of the University of Koeln, who has written a comprehensive but concise introduction to the book, and extracts from the opinion of Dr. Karl Bruns of Frankfurt-on-the-Main.

Dr. Strupp begins by quotations from naval orders in the war of 1871, issued respectively to Admiral Almirante of the American ship Argon, and to Capt. Stewart, the first attacking the enemy's commerce, and the second directing the sinking of English vessels when there is any risk of their being rescued while en route to a port as prizes.

"It cannot be expressed more clearly," says Dr. Strupp, "that the North American government orders the destruction of enemy ships when they cannot be safely brought to a friendly port."

He then asks the question whether it is the duty of a war vessel to save the passengers and crew of an enemy ship, admitting in doubt so that existing rules of international law apply to submarines. He declares they are to be regarded as suspended when military necessity, or even when serious need, arises.

The commander of a vessel, he says, must weigh the circumstances, and did "the Lusitania" case, and decided rightly that such need did exist for his little ship before the giant vessel of 40,000 tons, "which might at any time ram him, and which probably had concealed cannon on board, and perhaps even Canadian auxiliary troops."

"Above all," says Dr. Strupp, "it is settled that the Lusitania was an auxiliary cruiser, subsidized by the English government and carried as such in the English lists, which as a natural consequence meant that she was no longer a mere vessel, but was to be regarded and treated as a vessel of war."

The submarine commander, continues Dr. Strupp, did not have to wait until his danger became acute. In case the destruction of the Lusitania was justified, he was under no necessity to take heed of the presence of non-combatants, not even of neutrals. Whether two or 1500 were involved is not a question of law, but purely one of quantity. The number plays a roll only from a humanitarian, not from a judicial standpoint.

The American contention that the commander should have warned the Lusitania Dr. Strupp characterizes as "wholly devious." In support of his contention he again quotes from American precedent and reproduces an order of Secretary of State Bavard of January 6, 1888, reading:

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Likewise the author also denies that any indemnity should be paid for lives or property lost on the Lusitania, and cites a prize court finding in the Franco-German war. A French court ruled that English, then neutral owners of cargoes that had been used in German ships could not claim damages. He also quotes the English authority on international law, Hall, who says that neutral owners of cargoes destroyed by acts of war have no valid claim for damages.

In addition to the opinions of the 21 professors, which take up 95 pages, the new book contains, for future reference, the announcement of the German admiralty of February 4, the American note of February 12, the German answer of February 16 and the note exchange following the Lusitania accident.

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THE HEAD STRUGGLE

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When you pick your suit or overcoat see that it scores high in all points, rather than beats the rest in some particular points.

Consider styling, designing, tailoring; fit, fabrics and patterns—weigh them all carefully and average them up.

Then compare this with the average merits of other clothes you see.

The more thoroughly you make this comparison, the better for you and for us.

Taken all in all, we believe our clothes are better made, better looking and better wearing than any like priced clothes—a value none.

Suits and Overcoats \$10 to \$25.

B. O. Cranstall

"The Store with a Conscience"

GREAT INTEREST IN LANDING OF TROOPS

(CONTINUED FROM PAGE ONE.)

Troops, once disembarked, marched straight away from the town, not through it. There was little opportunity for demonstration either pro or con. There certainly was not at any stage anything approaching a hostile reception. The disembarkation took place beneath a broiling sun such as New York experiences in mid-July, but the heat was not allowed to interfere with the workmanlike precision of the operation. The newcomers brought with them every solitary thing an army needs to live on and fight with. They needed to ask their Greek hosts for nothing except water. Artillery, stores, horses, mules, tents, ammunition—everything seemingly in great quantity and ample and span shape—was on hand, and the troops simply marched out to their encampment and made themselves at home. The camp is on a plateau-like area quite close to the beach.

"Fraternalizing" between Britons, French and Greeks set in without delay. There was perhaps a little more immediate intimacy between the Greeks and the French, for many of the Greek soldiers talk fluently, while only occasionally is one found who speaks good English. On the other hand, there is a great physical resemblance between the Greek and British soldiers. Their khaki field kits and uniforms are almost exactly alike.

"The streets vendors in Saloniki must be making a fortune. Mysterious edibles on sticks, almonds, pitachos, all are offered up to the visitors as fast as offered. The newsboys are able to sell all the papers they can obtain, whether printed in Greek, French, or English, at their own price.

"The hotels seethe with officers; the waiters are fast becoming incoherent from overwork, and Saloniki is beginning to dread a failure of food-stuffs. German spies, many of whom are quite frank and straightforward about their business, are everywhere."

Sitting on it. Augustus Birrell, the secretary for Ireland, has recently returned home from the war front in France, where he had many interesting and exciting experiences.

Some time ago, while traveling in a third-class railway carriage in the north of England, Mr. Birrell found himself in an amusing although very embarrassing position.

He was only just in time to catch the train and sat down hurriedly next to a little girl in a shawl and cloak. Happening to glance at her a moment or two afterward, he saw that she appeared very unusual, and was regarding him with no great favor.

"Then it was that I dived upon him that he was sitting upon her newspaper."

"Here, my dear," said Mr. Birrell, pulling the paper from under him and handing it to her, "I'm sorry."

"The little girl did not look quite satisfied; but she said nothing till a few minutes later when the train drew up at the station.

"Please, sir," she then inquired, meekly, as she rose to get out, "may I have my friend's paper? It was in the paper!"—Philadelphia Public Ledger.

Saving Money for the Navy. "Ye'll excuse me, captain," said O'Harry, addressing the commander of the battleship, "but is it three that sit coats avin' hundred dollars to see wan o' them big guns?"

"Yes, O'Harry," said the captain. "Why do you ask?"

"Oh, I wish O'Harry might save for some money, now," said O'Harry. "Sure, and O'Harry's son for yer tin."—New York Times.

Did Your Husband Have Any Luck in His Business Trip?

"No, what was it?"

"He got back alive."—Houston Post.